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B.—GLENORCHY, MELLOW
BLEND, a fine 'SODA'
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C.—ABERLOUR-GLENLIVET 12.00
D.—H.K.D. BLEND of the Finest
Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

BIRTH.

On the 17th October, at the London Mission,
Peking, the wife of Rev. T. HOWARD SMITH, of a son.

MARRIAGE.

On the 16th October, at St. Andrew's Church,
Chiefo, by the Rev. A. E. Burne, Captain EMMETT
ALFRED RUSSELL HOWARD, Indian Staff Corps,
to LILLIAN EVER, second twin daughter of Mr. and
Mrs. ECKFORD, of Chiefo.

DEATHS.

On the 27th October, on board the steamer
Etrickdale, in Shanghai Harbour, FREDERICK
HOWARD, Shanghai Licensed Pilot, aged 50 years.
On the 25th October, at 203, Miller Road,
Shanghai, VIRGINIA AMORITA, wife of EMILIO
SANCHEZ DEL AGUILA, aged 23 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th November, 1901.

The surprising vitality of the Boer fighting organisation is again manifested in the news received on Saturday of the attack upon Colonel BENSON's column at a point between Bethel and Balmoral, in the South-Eastern Transvaal. According to the details at present to hand, a force of about a thousand Boers, taking advantage of a thick mist, made a severe assault on the rearguard of a British column which was presumably on the march. Two guns were captured by the enemy, but REUTER'S telegram curiously adds that "it is assumed" they were afterwards recovered. The violent nature of the attack can be gathered from the fact that the British lost in killed nine officers and fifty-four men, and in wounded thirteen officers and one hundred and sixty men. The enemy is stated to have lost heavily, but no reliable estimate is obtainable yet. Among the British killed was Colonel BENSON himself. Colonel FREDERICK WILLIAM BENSON joined the Army in 1867, rose to the rank of Lieutenant in 1870, Captain in 1880, Major in 1886, Lieutenant-Colonel in 1893, and Colonel on the 1st June, 1898. On the 20th February last year he was appointed Assistant Adjutant-General to the South Africa Field Force. A long and honourable career, therefore, has closed in this desperate encounter. No particulars as to his subordinates are yet made public; but as it is known that Sir THOMAS JACKSON's son was with Colonel BENSON, all Hongkong will share the anxiety of the much respected Manager here of the Hongkong and Shanghai Banking Corporation until news is received of his son's safety. As the Boers were ultimately compelled to draw off to

the eastward, a grave disaster seems to have been averted by the determination of the British troops. The presence of a strong force of Boers within some seventy miles of Pretoria, able to deliver so vigorous an attack on a British column, is not reassuring, and once more the astounding mobility of our opponents is made plain. The moment appears to have been carefully chosen, and the initial success and ultimate repulse of the enemy show that Colonel BENSON was taken by surprise. Fuller details of this affair will be most eagerly awaited. So far we have just enough to arouse anxiety, though the final success of the defending force is welcome news.

H.M.S. *Redpole* arrived from Shanghai on Saturday morning.

The annual sale of work in aid of the C.M.S. Buxter Schools will be held in the City Hall on Wednesday, 20th November, from 3 to 6 o'clock.

The appointment of Mr. G. C. C. Master to be a member of the Public Works Department Commission *vice* the Hon. H. B. Pollock, K.C., resigned, is notified in the *Gazette*.

The list of those who propose attending the Cricket Dinner is filling up rapidly, and those who wish to subscribe will oblige Mr. Gumpert by sending in their names to him at once.

We have received from Messrs Kelly & Walsh, Ltd., a series of very attractive Christmas autograph cards, each card containing a small but excellent local scene, with a suitable inscription in gold letters on the cover. No cards are so welcome to the home folk as those containing local views, and a large sale should result.

A Port Arthur despatch states that the Tzar has sanctioned an appropriation to meet the expenditure for Port Arthur, where the following projects are to be completed before the end of 1902:—1. The western portion of the port to be dredged so as to enable large warships to anchor there. 2. A canal to be dug in the western part of the port. 3. An independent squadron to be organised for the protection of the port. 4. Naval corps to be organised and drilled. 5. Dock to be repaired.

Two earth-coolies were killed at Hunghom the other day by a banking underneath which they were working suddenly collapsing and burying them. They had adopted the lazy method of excavating—a method that has been responsible lately for numerous fatal accidents of a similar kind. Instead of digging at the banking from the top, as the foreman told them, the two coolies in order to get a good fall of earth with the least expenditure of labour, commenced to dig underneath. They got their good fall of earth, but forfeited their lives.

The annual *al fresco* fête in aid of the funds of the Society of St. Vincent de Paul was held last evening on the grounds of the Roman Catholic Cathedral. An energetic committee had spared no pains to make the function as enjoyable and successful as possible; it redounds to their credit that it was both. There was a large attendance of visitors, and doubtless the fête will result in a handsome addition to the funds of this most deserving society. By kind permission of Lieut.-Colonel Baillic and officers of the band of the 22nd Bombay Infantry was present and played a lively selection of music. The holder of each admission ticket was presented with a souvenir.Notice is given in the *Gazette* that H.E. the Governor will hold a Levee at Government House on His Majesty's Birthday, Saturday next, the 9th November, at 4 o'clock p.m. Each gentleman is requested to bring with him two cards, with his name distinctly written thereon, to be handed to the *aides-de-camp* in waiting. The Private Entrance will commence fifteen minutes before the General Levee, and may be attended by the Members of both Councils, the Bishops, the Judges, the Heads of the Government Departments, the Consuls-General and Consuls of Foreign Powers, and the Naval and Military Officers of Field, or corresponding rank. Saturday will also be a public holiday.

The Public Works Department recently laid a new concrete kerb-stone in front of seventeen new houses at Hunghom. The work was done with that thoroughness characteristic of the Department, but when it was finished, and the concrete had settled into the consistency of rock, it was discovered that the gas-main running underneath the street had been covered. This was unfortunate and very annoying, because the nice new kerb had to be dug up, a trench three feet wide and further out made for the reception of the gas-pipe, and the whole work connected with the new kerb-stone done over again. Of course this was much easier than making a proper survey at the start!

The late doyen of the Diplomatic Body in Peking, M. de Cologan, left on the 21st ult. As the representative of the Spanish Government, and not specially concerned in either the commercial or missionary aspects of the negotiations, he could take a fairly neutral position, says the Peking correspondent of our Shanghai morning contemporary. Personally he has been agreeable to all. In some questions he took the mild view held by Russia and the United States. It is thought he may not return, and the Spanish Legation will be given up. As the Philippines are now the possession of the United States instead of Spain, Spain has really no issue in China, while Americans find that their duties are expanding. The temporary doyen is now the Austro-Hungarian Minister, Baron Csikann de Wahlborn, who, however, intends to leave soon.

The addition of the name of Dr. Oskar Muller to the register of qualified medical and surgical practitioners in the Colony is notified in the *Gazette*.The text of the German law prolonging to the 31st December, 1903, most favoured nation treatment to British and Colonial products is published in the *Gazette*.The P. and O. steamer *Ballaarat*, with the next English mail, left Singapore on the 3rd inst., at noon, for this port, and may be expected here on Friday about 6 p.m.The *Gazette* notifies that Mr. R. F. Johnston has passed his final examination in Cantonese and has been appointed Acting Assistant Colonial Secretary and Clerk of Councils.The C.M.S. *Kwellee* arriving at Shanghai from Yangtze ports on the 29th ult., reported H.M.S. *Kinsba* broken down sixty miles above Ichang, and H.M.S. *Saipo* at Hankow with the broken parts of machinery for repairs.

A Mr. Jim Casey, lately arrived in Shanghai from Klondyke, where he has figured in the prize-ring, is anxious to box Jack Slavin for 20 rounds. He has to be contented with a 4-round spar, however, it appears from Shanghai papers.

The following telegram has been received from the Governor of the Straits Settlements:—

Singapore, 1st November, 1901.
"Following telegram from Secretary of State in Liverpool. Every precaution taken."It is reported that a site of some ten *moo* of land has been selected for the proposed Chinese Public School in Shanghai and that the Chinese subscribers to the fund have appointed Messrs. Tong Kid-soo and Chan Oi-ting to represent them in the negotiations with the Municipal Council on the subject.

Messrs. Erich Georg & Co. say in their Weekly Share List, dated Hongkong, 2nd November:—A steady business has been transacted during the week under review, and rates have been well maintained for the principal stocks, in some cases even showing an improvement. The October settlements have been arranged satisfactorily, and a decidedly healthy tone prevails.

The race for the "Shanghai Souils" took place last Monday. The competitors were J. D. Smedley (holder) and W. O. Koehler (winner of the Ladies' Purse, 1901). H. R. H. Thomas had broken his boat a day or two ago and could not compete. The course was one and a-half miles, starting just above the Tungkadoo Wharves and finishing at the River Police Hulk. Koehler passed the winning post five seconds ahead.

The Yush-Han Railway, or the projected line between Canton and Hankow, according to a Hankow despatch received in Shanghai, has already begun work from that port southwards, and it is further reported that the syndicate which has the contract in hand under the name and designation of the *Hua-Mei Kung-see*, i.e., Chinese-American Company or Syndicate, has deposited the sum of Tls. 300,000 with the Hupoh high authorities as earnest for the purchase of land at Pinghsiang which lies on the route of the proposed railway towards Canton.According to the Japanese vernacular press, the members of the Constitutional Association in the Diet intend attacking the Japanese military authorities in the coming session for the delay in punishment of those officers alleged to be guilty of looting in North China. It is stated that some of the members of the House of Peers are supporting the movement. A number of gentlemen belonging to the *Kenkyukai*, an association of members of the House of Representatives, are reported to have visited North China and secured strong evidence, and they are now making investigations into the misconduct of the Commanders of the Army Division sent to China.

H.E. Sheng, Director-General of Railways, recently visited Hangchow to consult with Governor Jen Tao-yung about a proposed railway between Hangchow and Ch'ap'u, the natural seaport town of the former city. Indeed, Ch'ap'u did perform that function previous to the time of the entrance of the Manchurian dynasty until about a hundred years afterwards, and was an important base for the Manchurian naval operations for the conquest of Fokien and Formosa in the latter part of the 17th century. H.E. Sheng subsequently visited Ch'ap'u also. It is further stated that H.E.'s visit to Chekiang also had reference to the Italian desire to construct this railway.

A New York despatch of the 3rd October says:—The international cricket match between Bosanquet's English team and twelve players from this city was completed to-day on the grounds of the Knickerbocker Athletic Club, Bergen Point, N. J., the Englishmen winning by seven wickets. When play was resumed this morning the visitors had lost five wickets for 86 runs. The wicket was in excellent condition and runs came quickly. Bosanquet and Crawford did the best work, scoring 44 and 24 respectively, none of the remaining batsmen getting into double figures. The innings closed with a total of 168 runs, just 25 more than the score of the New Yorkers in their first innings. The home team went in for their second innings after luncheon, and it looked as if they would suffer a single innings defeat, as the first four wickets fell for 12 runs. Kelly and Dalton just then made a stand and were not separated until 27 runs had been put together. The only double figures made by the New York men were—Dalton, 19; Forbes, 16, and Kelley, 13. The total of the second innings was 79, which included 11 extras. This made the grand total of 222 for the home team.

Independent news has reached Simla from Kabul confirming the intelligence of the important state appointment conferred by the new Amir upon his three brothers, who will thus remain at the Court. It seems that the satisfaction of the people of Afghanistan with their new ruler and their confidence in his just administration continue unabated, many of them comparing his accession to the pleasant red festival after the fasting month, *Ramazan*. The rumour that Ayub Khan had left Murree proves on investigation to be a mere invention and even if it were true it would make little difference, for the exiled son of Shere Ali would be helpless in Afghanistan just now.

The members of the Manila Board of Health are now busy searching the highways and byways of Manila to find a suitable locality for the institution of a plague camp, whither all suspected cases of plague may be immediately removed for observation and treatment. The idea is to secure an open space of ground and thereon erect a sort of village. A hospital for plague patients will be the chief feature, and nipa huts will be erected for the accommodation of those families in which plague has broken out. It is proposed to have water and light laid on and to have everything done to make the village an independent community. Every effort will be made to have the camp as far advanced as possible by the time the plague season again sets in.

The return of Sir Claude MacDonald, the British Minister at Tokyo, who has been on a brief visit to Great Britain and Europe, was taken advantage of by the British residents at Yokohama to extend to His Excellency their appreciation of his services in China last year, and to congratulate him on his appointment as Minister to Japan. Sir Claude and Lady MacDonald arrived at Yokohama on the 22nd ult. by the *Empress of India*, and some fifty ladies and gentlemen assembled to bid them welcome. Sir Claude and Lady MacDonald, who are stated to have appeared in the best of health, were received by Mr. J. F. Lowder and the members of the Reception Committee, and were escorted to the British Consulate, where an address was presented. Sir Claude returned thanks, and in the course of his speech said it would be his utmost endeavour to maintain Great Britain's commercial policy in Japan on the lines desired by his hearers. Sir Claude and Lady MacDonald then proceeded to Tokyo.Mr. Gus Burns, the trainer who accompanied Harman's Circus, has not yet been forgotten in Hongkong. The news of his narrow escape from death at the hands of the tiger *Duke* will therefore be of interest to our readers. The incident occurred at Samarang, although *Duke* had manifested signs of ill-temper during the tour in Java. Burns on entering the cage for the evening performance noticed that the tiger was sullen and restless, and he raised his whip to call it out of the corner where it lay, when suddenly his foot slipped. At once *Duke* saw his advantage. As the trainer scrambled to his feet the brute had his paws upon the defenceless man, whose only weapon of defence, the loaded whip, had fallen from his hand. He coolly waited, but happened to turn his head for a moment. The tiger sprang at him again and came down upon him, planting his paws upon his shoulders. Burns forced him back, but as he stooped to grasp his whip, the tiger attacked again and this time bore him to the floor. Mr. Love saw in an instant what must be done. The head of the beast was from him and the long tail was twitching. In company with one of the attendants, Mr. Love thrust his hands through the bars of the cage, seized the tiger's hind leg, and, getting his foot on the wheel, jerked the log through the grating, shouting "Quick! For God's sake open the safety doors!" As the attendant plied *Duke* in a corner with a huge iron fork, the trainer leaped to his feet and escaped from the den. A military surgeon staunchly the flow of blood, and a tragedy was averted. Burns was able to enter *Duke's* cage again at Singapore.

The bestowal of honours by the Duke of Cornwall and York at Rideau Hall, Ottawa, on the 21st September, is described as a quaint ceremony. The number of spectators was limited, but with the members of the staffs of H.R.H. and the Governor-General present in their gorgeous uniforms, the scene was one of unusual brilliancy. The honours were bestowed in the following order:—C.B.—Col. Drury (Royal Canadian Artillery), Col. Otter, and Col. Lessard, for distinguished military service in South Africa; K.C.M.G.—The Hon. Louis Jettie, Lieutenant-Governor of the Province of Quebec; C.M.G.—Col. Lawrence Bushan, R.C.R., Major Septimus Denison, R.C.R., Mr. Joseph Pope, Under Secretary of State, Dr. William Peterson, Principal of McGill University of Montreal, Rev. Oliver Matthien, Principal of Laval University, Quebec, Mr. Oliver Howland, Mayor of Toronto, and Major F. S. Maude, Military Secretary to the Governor-General. Finally the name was called out of Mr. Thomas Shaugnessy, and the well-known President of the Canadian Pacific Railway came forward to be created a Knight Bachelor. A Toronto paper describes the scene thus:—Mr. Shaugnessy was just a trifle nervous, as would any man under such trying circumstances, but in his promenade to the throne he showed that he knew how to bear his part properly. In his progress he made three court bows, and then dropped upon his knees before the Duke. Once more his Royal Highness received the sword from the Duke of Roxborough, and touched Mr. Shaugnessy lightly on both shoulders. The new Knight then rose, and the Duke shook him warmly by the hands, and the man who commenced his career as a telegraph messenger in Milwaukee, and has risen to be president of one of the greatest railway corporations on the globe, retired with the title of "Sir Thomas Shaugnessy." Warm congratulations followed.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 3rd November, 6.30 p.m.

GREAT FIRE AT TIENTSIN—TWO
FUSILIERS KILLED.

The Royal Welsh Fusiliers' barracks and Messrs. Droste and Batouieff's premises were totally burnt down on Friday night. Two of the Fusiliers were burnt to death. By the united efforts of the military and civilians of all nations the fire was prevented from spreading. If the day had been windy half Tientsin would have been destroyed. The loss is at least fifteen lakhs of taels.

ANOTHER CONFLAGRATION.

On the same night the British barracks at Sihno suffered considerable damage. People at Tientsin recall the fires previous to the last outbreak in the North.

[Enquiry at Headquarter House yesterday elicited the additional fact that the two unfortunate Fusiliers who lost their lives were Privates Robert Jones and Henry Dumbur. The military telegram gave no further details. Our evening contemporary the *Hongkong Telegraph* published as an Extra yesterday morning a telegram giving most of the facts stated in our correspondent's despatch and further adding that small fires occurred at the same time in the British and German Settlements at Tientsin.—Ed., D.P.]

PRINCE CHUN IN SHANGHAI.

Prince Chun landed in Shanghai to-day in excellent health and spirits, and proceeded to the Tootai's foreign house opposite the Country Club. His carriage was escorted through the Settlement by mounted Sikh police. There was no foreign demonstration, but the Chinese houses were decorated with flags and lanterns.

THE PRINCE'S IMPRESSIONS.

The Prince states that he thoroughly enjoyed the whole trip and learned much from it. He deeply regrets that he was unable to visit England. He hopes for more success hereafter.

PRINCE TO SEE THE RACES.

Prince Chun will remain here for four days, and will attend the Races.

THE WAR IN SOUTH
AFRICA.

LONDON, 2nd November, 9.55 a.m.

HEAVY REARGUARD ACTION—
LARGE CASUALTIES.

Colonel Benson's rear-guard has been attacked twenty miles north-west of Bethel, in the South-east Transvaal. The attack took place in a thick mist. Colonel Benson himself and eight officers were killed, while thirteen officers were wounded. The men's casualties were fifty-four killed and one hundred and sixty wounded. The Boers' losses are not known.

REUTER'S SERVICE.

LONDON, 31st October.

REINFORCEMENTS FOR SOUTH
AFRICA.

The Cavalry Brigade at Aldershot has been ordered to be in readiness to proceed to South Africa within a fortnight.

THE FRANCO-TURKISH DIFFICULTY.

The Paris newspapers announce the departure from Toulon of a portion of the French Mediterranean Squadron for the Levant, with the object of making a demonstration against Turkey.

LONDON, 31st October.

THE FRANCO-TURKISH
DIFFICULTY.Admiral Caillaud is in command of the French squadron which left Toulon under sealed orders, it is presumed for the Levant. **NARROW ESCAPE OF THE "OPHIR."** The *Ophir*, which has arrived in the Solent, reports having narrowly escaped collision with an iceberg.

THE KING'S HEALTH.

It is stated in the *Lancet* that the unfavourable rumours concerning King Edward's health are baseless.REINFORCEMENTS FOR SOUTH
AFRICA.

The Cavalry Brigade ordered to be in readiness to proceed to South Africa, at Aldershot, includes the Seventh Hussars, in which Prince Arthur, son of H.R.H. The Duke of Connaught, holds a lieutenant's commission. Arrangements are being made to send large

drafts of Infantry and Artillery to South Africa in November.

LONDON, 1st November.

PLAGUE IN GREAT BRITAIN.

Foreign ports have declared Liverpool plague-infected. It is officially stated that four servants at the Central Hotel, Glasgow, are suffering from plague, one of whom has since died.

THE FRANCO-TURKISH
DIFFICULTY.

The Paris newspapers state that Admiral Caillaud has returned to Toulon in consequence of the receipt of a telegram from Constantinople, in which it is stated that Turkey yields to the French demands. The French Squadron, however, is still held in readiness to proceed, if required.

LONDON, 1st November.

A CONTRADICTION.

The reported return of Admiral Caillaud to Toulon is incorrect. The French Squadron with the Admiral on board is expected to reach Turkish waters on Monday.

BOERS SURPRISED AND CAPTURED. Colonel Kekewich surprised and captured Commandant Vanalle's laager, taking 78 prisoners, including Commandant Kleppner.

LONDON, 1st November.

THE AUSTRALIAN TARIFF.

The Federal representatives in the Australian Parliament have rejected the vote of want of confidence on account of the tariff proposals.

UNITED STATES FINANCE.

The American Treasury is so overflowing with funds that the national treasurer has been forced to redeem millions of dollars of treasury bonds to prevent depletion of currency circulation in the country.

SOUTH AFRICA—SEVERE FIGHTING.

Lord Kitchener reports that a Boer force, estimated at one thousand strong, made a severe attack upon the rearguard of Colonel Benson's column, midway between Bethel and Balmoral, Southern Transvaal, during a mist, rushing the rearguard's two guns, which it is assumed were afterwards recovered. The British lost eight officers, including Colonel Benson, killed and thirteen wounded, 58 men killed and 156 wounded. The enemy's loss was heavy, but no reliable estimate is at present obtainable. The fighting was conducted with great determination on both sides. The Boers retired to the eastward.

HONOURING MAJOR-GENERAL
GASCOIGNE.

An interesting ceremony took place at Government House on Saturday night, when Major-General Sir W. Gascoigne, Commanding the Troops, was formally invested by His Excellency the Governor with the insignia of a Knight Commander of St. Michael and St. George, the Order having been conferred upon him by His Majesty in recognition of the eminent services rendered by him in connection with the North China Expedition. A numerous company was present, including H. E. the Governor (Sir Henry Blake, G.C.M.G.), Major-General Sir W. Gascoigne, K.C.M.G., and Lady Gascoigne, Commodore Francis Powell, C.B., and Mrs. Powell, Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), and Mrs. Stewart Lockhart, Hon. H. E. Pollock, K.C. (Acting Attorney-General), Hon. Commander R. M. Ramsey, R.N. (Harbour Master), Col. the Hon. R. H. Bertie, C.B., and Mrs. Bertie, Hon. C. Mc. I. Messer (Acting Colonial Treasurer), Hon. W. Chatham (Acting Director of Public Works), Hon. C. P. Chater, C.M.G., Col. Baillic, 22nd Bombay Light Infantry, and Mrs. Baillic, Col. Harris, 2nd Rajputs, Col. Brown, R.E., Col. Wheeler, Ordnance Department, Col. Hughes, F.M.O., Captain Pagett, R.N., Captain Warrander, R.N., Major Hamilton, Major Warren, Lieut. A. Blake, A.D.C., Captain Trévisan, A.D.C., and Captain Sanders, A.D.C., Hongkong Volunteers. The company having assembled a few minutes before eight o'clock in the drawing-room, General Gascoigne was formally introduced by Captain Pagett, R.N., and the Colonial Secretary into the presence of His Excellency, who read out the King's order investing General Gascoigne with the insignia, and after speaking a few well-chosen words, hung the ribbon round his neck and pinned the star on his breast. After general congratulations had been conveyed to General Gascoigne the party went in to dinner. The toast of "The King" having been pledged, His Excellency the Governor proposed the health of General Gascoigne, expressing his great pleasure at being the means for the second time, of presenting the insignia to the General, with whom he had worked with the utmost pleasure and good feeling for the past three years. His Excellency went on to refer in fitting terms to the eminent services rendered by General Gascoigne in connection with the North China Expedition. The toast was enthusiastically honoured. Major-General Gascoigne in replying thanked His Excellency for the kind words in which he had proposed his health, and said that it had been indeed a great pleasure to him to receive at the hands of so kind and considerate a chief a second time that Order of which Sir Henry Blake held the highest grade. Addressing the company generally, he thanked them for the kind way in which they had received his name, and he begged to assure them that though he would remember all his life the honour paid him by them, yet he felt that he was fortunate beyond his deserts. It was true that Sir Alfred Gurney, Commanding the North China Expedition, had been kind enough to express in public and in private his appreciation of the help which he had received from Hongkong, and in this he was only doing Hongkong justice. At Hongkong was situated the supply depot from which he received his supplies of food, of

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS.
Apply to the—
HON. SECRETARY.
Hongkong, 1st November, 1901. [2778]

NEW ADVERTISEMENTS

NOTICE.

WE have this Day Established ourselves as GENERAL IMPORT and EXPORT MERCHANTS and COMMISSION AGENTS under the style of—
LAKESSER & CO.

Hong Name 勝茂 SENG MAO.
The Partners are—
M. LAKESSER (Agent) and J. LAKESSER.
Mr. A. R. DONNELLY is
Authorized to Sign for us
"Per-Procuration."
LAKESSER & CO.,
14, Hankow Road.
Shanghai, 1st November, 1901. [2805]

FOR TAMSUI VIA SWATOW AND AMOY.
THE Company's Steamship.

"DAIJIN MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 10th November.
For Freight or Passage, apply to
THIS MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 4th November, 1901. [17]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KNIGHT COMPANION."
FROM PORTLAND (OR.) YOKOHAMA, KOBE & MOJI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ALLAN CAMERON,
General Agent.
Hongkong, 2nd November, 1901. [2802]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that CHU KWONG LAN carrying on business at Nos. 104 and 106 Wing Lok Street Victoria in the Colony of Hongkong and elsewhere as Tobacco Merchants have on the 24th day of October 1901 applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARKS—

The distinctive device of a stag enclosed in a rhomboidal shaped ornamental design; above the stag is depicted the sun with its rays above which are the English words "CHU KWONG LAN TRADE MARK" and above which are three Chinese Characters 朱廣蘭 each enclosed in a circle reading CHU KWONG LAN. On one side of the stag are the Chinese Characters 金鹿 and on the other side of the stag the Chinese Characters 為記 reading KAM LUK WAI KI meaning in English "Golden Stag as Mark" (the above is the front label of the packet in which the Tobacco is packed).

In combination with the above and at the back of the packet in which the Tobacco is packed is depicted the borders of an ornamental design formed in a rhomboidal shape and inside of which are printed columns of Chinese characters.

In combination with the above and in the inside of the packet in which the Tobacco is packed is a label upon which is also depicted a stag enclosed in a rhomboidal shaped ornamental design above which is depicted the sun with its rays and above which are the English words "CHU KWONG LAN" on one side of the stag are printed columns of Chinese characters and on the other side of the stag are also printed columns of Chinese characters.

in the name of CHU KWONG LAN who claim to be the proprietors thereof.

The TRADE MARKS are intended to be used by the applicants forthwith in respect of the following goods—
Manufactured Chinese Tobacco in Class 45.
Facsimiles of the TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.
Dated 4th day of November, 1901.

JOHNSON, STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong.

THE HONGKONG WEEKLY PRESS is

now ready and contains—

Leading Articles—
Prince Chun's Return.
The Development of Indo-China.
The Manchurian Question.
H.E. in Kiang-yi and the Missionaries.
Japanese Railways.
Russia and Asia.

The Crisis: Telegrams.
Hongkong Sanitary Board.
Prince Chun in Hongkong.
Launch Seized by Pirates.
The Volunteer Camp at Stoncutters' Island.

Funeral of the late Mr. J. J. Francis, K.C.
Death of Mr. E. Robinson.
The Terrestrial in a Storm.
Hongkong General Chamber of Commerce.
Canton.
Tonkin Notes.
Swatow.
Vladivostok Notes.
Peking.
Northern Notes.
Foonchow.
Aguinaldo's Successor.
Correspondence.
Supreme Court.
Sporting and Other Notes.
Cricket.
Football.
Billiard Tournament at the Soldiers' Club.
Railways in Yunnan.
Typhoon in the Philippines.
General Voyron on the British Troops.
Another Desperate Fight in Samar.
Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage, 3s.
Extra copies 50 cents each (cash).
Copies can be posted from the Office to addressees; including postage, 34 cents each, or \$1 for three copies (cash).
Hongkong, 2nd November, 1901.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW (TUESDAY),
the 5th November, 1901, at 2.30 P.M.,
at his SALES ROOMS, Queen's Road,
SUNDAY HOUSEHOLD
FURNITURE,
CROCKERY GLASS and PLATED
WARE, PIANO, VIOLINS, BICYCLE,
and FOWLING PIECE;
Also
One IRON SAFE and STAND, 32 inches
by 23 inches; &c., &c., &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 4th November, 1901. [2803]

PUBLIC AUCTION.

THE Undersigned will Sell by Public Auction,
on
THURSDAY,
the 7th November, 1901, at his SALES
ROOMS, Duddell Street, commencing
at 2.30 P.M.
A VALUABLE COLLECTION OF
OLD POSTAGE STAMPS,
Comprising—
CEYLON, UNITED STATES, NEW
SOUTH WALES, PERSIA, STRAITS
SETTLEMENTS (1st issue), MACAU
(Crown issue), PORTUGUESE COLONIES,
BRITISH NORTH BORNEO, LABUAN,
HONGKONG and BRITISH INDIA,
&c., &c., &c.
On View on TUESDAY, the 5th inst.
Catalogues will be issued.
TERMS—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 4th November, 1901. [2804]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE
TO
VICTORIA (B.C.), SEATTLE AND
TACOMA (WASH.)

THE Steamship

"OOPACK."
3,883 Tons, Commander J. Barber, is due here to-day, the 4th November, and will have quick despatch.

For Rates of Freight and Further Particulars, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 2nd November, 1901. [2800]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES."
Captain Robson, will be despatched for the above ports TO-MORROW, the 5th inst., at DAYLIGHT.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 2nd November, 1901. [2799]

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1897. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL.....\$240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. 1-85

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. [38]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, \$14,732,681.

I. AUTHORIZED CAPITAL.....\$3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....837,000 0 0

II. FIRE FUNDS.....2,833,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 3rd July, 1901. [1641]

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [194]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897. [32]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD.

(Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.,
Agents.
Hongkong, 7th February, 1901. [439]

INSURANCES

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 18th May, 1892. [30]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the ACTING CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, TO-DAY (MONDAY),

the 4th November, at 2.30 P.M., at the CENTRAL POLICE STATION,
524 CATTIES RAW MALAYA OPIUM,
374 CATTIES RAW PERSIAN OPIUM.
TERMS—As usual.

HUGHES & HUGH,
Government Auctioneers.
Hongkong, 2nd November, 1901. [2798]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$22 per Share for the year 1900, equivalent to 48% on the Paid-up Capital of \$50 per Share, has been declared.

Warrants will be issued on the 11th October.

By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 10th October, 1901. [2590]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK NOON, for the purpose of Presenting the Report of the Directors and Statements of Accounts to the 30th April last, and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 12th proximo, both days inclusive.

By Order of the Board of Directors,
W. H. RAY,
Secretary.
Hongkong, 21st October, 1901. [2681]

THE PUNJON MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks and Accessories in the immediate future, the Directors have resolved to make the final Call of One Dollar per share; and accordingly

NOTICE IS HEREBY GIVEN that a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 13, Bousfield Arcade, Victoria, Hongkong, on MONDAY, the 14th OCTOBER, 1901, the following Resolution was passed—

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of November, 1901.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of November, 1901, at the rate of 30 per centum per annum, upon all Calls remaining unpaid after the said 15th day of November, 1901, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,
W. H. GASKELL,
Secretary.
Hongkong, 15th October, 1901. [2623]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S TOWN DEPOT, 2 ALBERT ROAD, HONGKONG, on SATURDAY, the 16th day of NOVEMBER, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th NOVEMBER, both days inclusive.

R. P. MOFFITT,
Secretary.
Hongkong, 1st November, 1901. [2782]

POHOOMULL BROTHERS

57 & 59, QUEEN'S ROAD CENTRAL,
WHOLESALE AND RETAIL
IMPORTERS AND EXPORTERS.

Have for Sale,
For Ladies and Gentlemen, and other Articles,
Oriental Embroidery, Bags and Carpets,
Jewelry, Cashmere Shawls, Ivory, Sandalwood, and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED.
Hongkong, 4th November, 1901. [2801]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED

ROOMS, with Board.

Apply to Mrs. MATHUR,
2, FADDER'S HILL.
Hongkong, 1st January, 1892.

TO LET

TO LET.

1ST, 2ND and 3rd FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now nearing Completion. Suitable for Offices.

Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguiar Street.
Hongkong, 6th October, 1901. [2582]

TO LET.

A HOUSE in RIFON TERRACE.

"THE RETREAT," MOUNT KELLET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 13th July, 1901. [66]

TO LET.

12 EUROPEAN HOUSES, Nos. 14, 13, 22, 26, 28, 30, 34, 35, 38, 42, 44, and 46, LEIGHTON HILL ROAD.

Apply to—
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 5th October, 1901. [2548]

TO LET.

GODOWN, No. 3A, DUDDELL STREET

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 5th July, 1901. [1692]

TO LET.

3 ORMSBY VILLAS, KOWLOON. FIVE ROOMS, GARDEN and TENNIS COURT.

Apply to—
A. S. WATSON & CO., LTD.
Hongkong, 30th October, 1901. [2781]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1789]

TO LET.

EUROPEAN HOUSES, Nos. 1, 2, 4, 5b, 6, 7, and 8, WILD DELL, WANCHAI ROAD.

Apply to—
SANG KEE,
298, Des Vaux Road Central.
Hongkong, 29th October, 1901. [2783]

TO LET.

6 SEMI-EUROPEAN HOUSES, Nos. 20 to 25, PO HING FONG.

Apply to—
CHAU CHEUK FAN,
No. 8, Queen's Road West.
Hongkong, 16th October, 1901. [2642]

TO LET.

"FEERSIDE," No. 37, ROBINSON ROAD.

Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—
LAUTS, WEGENER & CO.,
Hongkong, 9th July, 1901. [1730]

TO LET.

TWO LARGE ROOMS, fronting Queen's Road Central, in Marine House, suitable for Offices.

Also FURNISHED HOUSE at the Peak; possession on 1st November.

For Particulars, apply to—
TURNER & CO.,
Hongkong, 26th October, 1901. [2581]

TO LET.

NICELY FURNISHED ROOM with Bath and Board, in Private Family, Splendid View, and Very Healthy.

First-class Table.
Address—
PEAK,
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2588]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEW STREET.

Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2302]

TO LET.

NO. 8, MOSQUE JUNCTION.

Apply to—
H. I. NORONHA,
Executor of the Estate of the late D. NORONHA.
Hongkong, 14th October, 1901. [2605]

TO LET.

A NEWLY ERECTED HOUSE at the East of Race-course.

Apply to—
NG YUEN HING,
No. 9, Queen's Street, West Point.
Hongkong, 30th September, 1901. [2551]

TO LET.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VEAUX ROAD CENTRAL, next to A. Tuck's Furniture Store.

Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 5th October, 1901. [2550]

TO LET.

MRS. GILL ANDERS

"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1900. [2403]

BANKS

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000

PAID-UP CAPITAL.....\$ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAY, Esq., C. EWENS, Esq.,
CHOW TUNG SHANG, Esq., J. T. LAURE, Esq.,
Chief Manager,
Geo. W. F. PLATFAIR.

Interest for 12 Months Fixed.....5%.

Hongkong, 23rd March, 1898. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1900. [23]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

SILVER RESERVE.....\$3,750,000

RESERVE

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE

THE Company's Steamship

"LAISANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 5th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.
Hongkong, 1st November, 1901. [2787]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BORNEO,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. To-day, 31st inst.
Goods not cleared by the 6th November, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 31st October, 1901. [1]

NOTICE TO CONSIGNEES.

FROM MIDDLESBERO, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE,"
Captain Birch, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th November, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.
Hongkong, 31st October, 1901. [2781]

NOTICE.

THE Underigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.
T. M. STEVENS & CO.,
Bischoffsplatz Arcade, [1891]
Hongkong, 2nd August, 1901.

AMERICAN SYSTEM

DENTISTRY

No. 39, QUEEN'S ROAD CENTRAL
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [2345]

CABBOTINUM-AVENARIUS

Used for over twenty years.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.
Sole Agents for China,
LUTGENS, EISENMANN & CO.,
Hongkong, 31st August, 1897.

QUAN WAH & CO.,

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong.
Hongkong, 17th October, 1899. [2446]

OREGON LUMBER.

THE Underigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.
SIEMSEN & CO.
Hongkong, 14th February, 1901. [5]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 12-BORE CARTRIDGES

12-bore Cartridges
Powder only, and 1 oz. of Shot.
Primrose Cases... \$5.65
Pegamoid Cases... 8.25
Bijouter Cases... 8.85

5 per cent. discount on orders of 1,000 and over.
Apply to

W. M. SCHMIDT & CO.,

Gunsmiths.

Hongkong, 27th July, 1897. [1669]

CARTRIDGES! CARTRIDGES!!

JUST LANDED A NEW STOCK OF
ELEY'S and KYNOCHE'S
FINEST CARTRIDGES and NEWCASTLE
CHILLED SHOT.

20 BORE CARTRIDGES

18
12
10
8

W. M. SCHMIDT & CO.,

Gunsmiths.

Hongkong, 3rd January, 1901. [121]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given

CHEMISTS, DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
ted Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100, Queen's Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements, and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Voeux Road.

MORE & SEIMUND,
43 and 45, Des Voeux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipwreckers' Commission ("Grey-
hound Brand") and Blundell
Spence & Co.'s Commission

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importer of the Best Manila Cigars; 25
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 89 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE. [156]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)

LAUTS, WEGENER & CO.,
Sole Agents.

Hongkong, 17th May, 1895. [1271]

K WONG FUNG YUEN,

TIMBER MERCHANTS,

No. 252, Des Voeux Road West, Hongkong.
Have always on hand a Large Stock of
the following Timber:

AMERICAN PINE and P.E. BANGKOK
TRAKWOOD, HARDWOOD, &c., &c.
(in Logs and Planks)

An inspection is respectfully solicited.
Hongkong, 5th September, 1901. [2362]

THE WAR IN THE PHILIPPINES.

SURRENDER OF GEN. MAXILOM.

That the war in the Philippines has been
nearly as much alive as that in South Africa
has been abundantly evident of late. However,
an important event is reported from Cebu.

The Manila Times of the 27th inst. says:
Alejandro Maxilom, who has been styling
himself Governor Politico-Militar of Cebu,
was expected to surrender to General Hughes

in Tudian, in the island of Cebu, where General
Maxilom has heretofore had his headquarters,
on the 22nd inst. The surrender was to have
taken place some time ago and arrangements
had been made, but owing to the very disturbed
state of the district, together with the heavy
rains which rendered travelling impossible, it
had to be postponed.

There is every reason to believe that
Maxilom, though no later news has been received
to confirm the surrender, that it has actually
taken place. The credit of this expected
surrender, as far as peaceful efforts are avail-
able, is said to be in a great measure due to the
arduous labours of Gen. del Rosario, known
in Manila as the "Commissioner" (owing
to his having performed like duties during
the days of the revolution) who has been
carrying on negotiations with Maxilom

and other insurgent leaders in Cebu for a
considerable time. Among other chiefs
who are expected to surrender with Maxilom
are Luna, Llorca, Aligona, Carayal and
Poboda. Though unknown here, the names
of these leaders are common words in Cebu.

With the exception of Lukban, about the only
important officer who will be left out in the
field is "General" Marcial Valdez, who has
refused to consider surrender and states that
he is determined to carry on guerrilla warfare
so long as possible.

Juan Chacon, who held the title of General
under Lukban, and who surrendered on the
28th of September to Captain Lawton of the
19th Infantry at Carmen, has also been largely
instrumental in securing the surrender of
Maxilom and other officers. At present, owing
to the severity of the campaign, and his efforts
on behalf of peace, he is lying ill in the
neighborhood of Danao.

Climaco was called
the "brains of the insurrection" in Cebu.
In the work of carrying on negotiations the
American troops were represented by Captain
Ed. P. Lawton. He joined five Filipino dele-
gates who were elected at a mass meeting held by
the natives in Cebu. This party, with the approval
of General Hughes, carried on the negotiations.

The surrender of Maxilom is one of the most
important which could take place at this time.
He has been Lukban's right-hand man and with
Climaco, has been largely instrumental in or-
ganizing and controlling the insurgent forces in
Cebu.

The importance of the surrender and the work
which was accomplished by the Peace Commis-
sion were recognized by General Hughes in a
telegram addressed to the Peace Commission,
which has been published in Cebu. It runs as
follows:—

"Blessed are the peacemakers for they shall
see God. You have my heartiest congratulations
and sincere thanks for the work you have done.
Both your and my own country are undeniably
pleased with you, and will not forget you."
"Kind regards to Sr. Del Rosario and his
companions, whose arrival I await with anxiety."
(—Ed. Hughes.)

With these hopeful indications everything
now points to a speedy cessation of hostilities
in Cebu. As Maxilom has been next in impor-
tance to Lukban and has really been controlling
affairs in that island, his surrender must not
be doubt be fraught with large consequences.

Chief of these will be the speedy ending of
Lukban's forces. Hereafter there has been
been free communication between Cebu and Samar,
and in reality they have both been one large stamp-
ing ground for the insurgents, but now with
Cebu cleared of resistance, it will be less likely
to afford refuge to those who wish to flee
from Samar. The negotiations on behalf
of Lukban, for whom his immediate friends are
now interceding, will doubtless receive new
impetus from this latest desertion from the
ranks of the Filipino General.

It seems quite
probable that Lukban will presently discontinue
any show of would-be heroic valor, and accept
the inevitable by coming in peacefully and
making his surrender. He must realise that
the end is in sight.

BOER TRAIN-WRECKING.

DESCRIPTION BY AN EYE-WITNESS.
The following private letter from a civilian
who was a passenger in the train which was
wrecked with such fatal results at Waterval
North, in the Pretoria-Pietersburg line, has
been communicated to Reuters' Agency in
London:—

Pretoria, 2nd September.
My Dear Sister,—I hope you have received
the telegram I had sent yesterday through
the managing director, Major Burton, assuring
you of my safety. I had this sent owing to the
fact that I wrote to you some days ago and
mentioned the date of my intended departure
for Pietersburg, and the news of the disaster
that befell me probably getting into the papers
before you got this letter, might cause you some
anxiety.

It wants the pen of a Jules Verne or some
other descriptive writer to describe the actual
occurrence, and the scenes I witnessed on that
fateful day. We left Pretoria Station at four
o'clock on Saturday, the 31st (I had got into
the train to sleep about ten o'clock the previous
night). Our carriage, which I shared with a
young Scotsman named Birs, agent for the
Cold Storage Co., was one of those half-size
ones of the N.Z.A.S.M. with space for two
persons only. Next to our compartment was
Colonel Vandeleur (in charge of the train) and
a few more officers.

We passed Waterval at about a quarter past
six in the morning—say four miles north of
that place. I shouted to my fellow passenger,
"What ho! she bumps!" and she did bump,
too, as the carriage was jolting to such an extent
that I was thrown forward out of my bunk.
I then heard the first shot fired, and thought
it advisable to take the best cover available
by lying flat in the corridor of the carriage.

A terrific fusillade then followed right into
the carriage, the bullets striking the windows
and the sides of the compartment, several bullets
entering within a few inches of my head.
Colonel Vandeleur got out of his compartment
probably in order to get to his men in the
armoured truck which was in the front part of
the train. He stepped over me I shouted to
him to lie down and not draw the fire, but had
hardly uttered the words when he fell shot
through the heart, within about a yard of me,
face foremost into the next carriage.

In this carriage were five women, a Mrs.
van Nieuwenet and her daughter and servant
girl, Jacoba Page, and two German women,
Mrs. Schulz and Mrs. de Wilde, the two
latter with a baby each. All these were safe
and unhurt. The screaming and howling
of these poor things was terrible. The poor
Dutch girl, Jacoba, was mortally wounded in
three places. She struggled out of her car-
riage and came towards me, falling round my
neck, exclaiming, "Oh, God, my bein is at!"
(Oh, God, my leg is off). Meanwhile the firing
had ceased and I had a look round.

My fellow passenger Birs was lying in his
bunk, the top one, with the blood streaming
from him in buckets. The brave young fellow
did not utter a word of complaint, but simply
smiled and said, "I am hit." He had a terrible
wound in the hip; his whole thigh was ripped
open. I do not think that he is still alive at
the time of writing this. Needless to say, all
my things were smothered in blood, but that
did not matter, as the Boers took them after-
wards. They only left me my jacket, the one
you had just sent up. My other things they
took, also my boots. I came home in slippers.
The man who went through my pockets was a
Irishman, at least he spoke English very fluently
with an Irish brogue. I hesitated a bit
before disgorging, but he promptly put a re-
volver up to my nose, saying, "Come on, I
haven't much time." After an invitation of
this kind resistance of course was useless.
They left me my eyeglasses, and, thank God,
my mother's ring.

It is impossible to give all the shocking sights
that I witnessed. All the men in the armoured
truck were either killed or wounded, and having
a first aid at such a close range, five yards,
the wounds were terrible. Heads and limbs
were blown off; a few Kafirs were also killed or
mortally wounded. The groans were terrible.
The engine and about twenty trucks of
provisions were derailed by a mine having been
laid. It was an awful smash. Some of the
men had been thrown out of the trucks, and
got run over by the following ones.

Meanwhile the Boers had surrounded the train,
and were setting it on fire. We saved as many
carriages as we could by pushing them away
from the burning ones. I did a very hard
day's work in the various capacities of railway
ganger, stretcher-bearer, nurse, and grave-
digger, as very few uninjured men were
available for the work. Luckily the doctor
who was on the train was not hurt, so the poor
wounded could get some assistance, and there
were plenty of bandages on board.

In the meantime the Boers had got on their
horses, and cleared off across country. I could
not find out the name of the commandant, but
it is understood that it was Jack Hinton, the
train-wrecker (a deserter from the British
Army). It was a party of about fifty or sixty,
but more must have been in the neighbourhood,
as we heard that another mine had been laid
a mile ahead in case the first one had failed.

The scene of the disaster was a perfect death-
trap, a narrow cutting. The Boers had crept
up right on to the embankment on the right,
within, say, five yards of the train.

How long the firing lasted I cannot say; it
may have been five minutes, but to me it seemed
an eternity. I was resigned to die, expecting
death every second. All the incidents in my
life, in almost every detail, passed through my
head from my earliest childhood until now.

The women all behaved splendidly. The
German mothers had thrown themselves over
their babies, guarding them with their bodies.
It was a strange sight to see the two fair-
headed pretty little things sitting on the ground
amidst the dead and wounded, smiling up at me.

The mothers at once set to work cooking
milk for the little ones, whilst the two Dutch
women who had some wine and sandwiches left
dispensed them amongst the survivors. I had
saved a few cigarettes, which came as a blessing
to some of the wounded.

Meanwhile the officer next in command,
Major Beaton (West Riding) had dispatched
a man on foot to the commandant at Waterval
to inform him of the disaster, and having him
to send the ambulance train out, and a spare
engine to fetch in the saved trucks. They
arrived about five o'clock in the afternoon, but
as the Boers had also blown up the line behind
us, we had to carry the wounded on stretchers
about a mile and a half back to the train.

We got back to Pretoria at about a quarter
past eight in the evening. I was covered with
blood from head to foot. I have taken with me
from the scene of the slaughter a Mauser rifle
the stock broken off. It appears that the
Boers smashed their Mausers and took our men's
Enbells and ammunition.

The next afternoon I had lunch with Mr.
Blair at the Transvaal Hotel, where I was
surrounded with war correspondents to whom
I related my experiences. It appears that the
women have given a different tale to mine,
namely, they state that both Colonel Vandeleur
and the woman were deliberately shot in their
carriages by a Boer who had got into the train.
This was not so. You are quite safe in adopting
my version of that affair; it is the same that
I gave this morning to Major Walters, the
Press Censor.

Colonel Vandeleur died like a brave soldier
in the discharge of his duty. We brought his
body in here and buried him yesterday with
full military honours. Lord Kitchener and
staff also attended. It was a most impressive
function, the band of the Highlanders playing
their weird funeral march on the bagpipes. The
other poor fellows (about twelve) were buried
in the vault near the scene of the disaster.

Out of forty-seven people on the train, all
told, only eleven got off unscathed. A Mr.
Kroonman, a German from Pietersburg, is
the only other civilian besides the woman that
escaped.

P.S.—Since writing the foregoing I hear
that Birs was buried this morning, and also
the Dutch girl.



JOHN BROWNHILL, DECEASED.
MARY BROWNHILL, DECEASED.

NOTICE IS HEREBY GIVEN THAT all
Persons, Firms, or Companies having any
Claim or Claims against the Estates or Effects
of either of the above named deceased persons
must send in the particulars of their respective
Claims on or before the 8th DAY OF NOVEMBER
next to the Administrator and Executor JAMES
ROBERT MUIR, whose address is at the
Office of C. EWENS, Solicitor, 56, Queen's
Road Central, Hongkong, after which said date
the said Administrator and Executor will pro-
ceed to wind up and distribute both Estates.
Dated this 5th day of October, 1901. [2563]

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1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.	F. & O. S. N. Co.	On 9th inst. at Noon.
LONDON	NESTOR	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
LONDON VIA MARSEILLES	SOCOTRA	Brit. str.	2 m.	G. W. Babot, R.N.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON	ACHILLES	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 26th inst.
LONDON	DARDANUS	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 10th December.
LIVERPOOL DIRECT	KLON	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
LIVERPOOL DIRECT	SALAZIE	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES, &c., VIA PORTS OF CALL	KAMAKURA MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst. at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	KIAUTSCHOU	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
BRISBANE, &c., VIA PORTS OF CALL	SEGOWIA	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
HAMBURG & HAMBURG	MARBURG	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 14th December.
HAMBURG & HAMBURG	SUEVIA	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 28th December.
HAMBURG & HAMBURG	SPRING	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 6th January.
HAMBURG & HAMBURG	NUERNBERG	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 13th January.
HAMBURG & HAMBURG	STRASSBURG	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 28th January.
HAMBURG & HAMBURG	SAMBIA	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 19th inst. at Noon.
TRIESTE VIA SINGAPORE, &c.	MARQUIS BACQUEMONT	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK VIA SUEZ CANAL	CLAYTON	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK VIA SUEZ CANAL	ADANA	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK VIA SUEZ CANAL	TARTAR	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
VANCOUVER VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CLAYTON	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	TOKA MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	OKACH	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
PORTLAND (OR.) VIA SHANGHAI, &c.	KIAUTSCHOU	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SAN DIEGO, &c., VIA MOUL, &c.	KYARVEN	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS	LENNOX	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA & KOBÉ	WAKASA MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
KOBÉ & YOKOHAMA	ORI	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
NAGASAKI, KOBÉ & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
NAGASAKI, KOBÉ & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
NAGASAKI, KOBÉ & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
MOJIB, KOBÉ & YOKOHAMA	KWEIYANG	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
TIEN TSIEN	LOONGMOON	Ger. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	ERNEST SIMONS	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	PERIN	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
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SHANGHAI	PERLA	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
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SHANGHAI	CHANGSHA	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	BENLARIO	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	LAISANG	Brit. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	MAZAGON	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	HIROSHIMA MARU	Jap. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.
SHANGHAI	BISSAO	Ital. str.	2 m.	G. W. Babot, R.N.	BUTTERFIELD & SWIRE	On 15th inst.

SHIPPING.

ARRIVALS.

Nov. 1. KNIGHT COMPANION, British str., 2,620, C. Frongatt, Portland (Or.) 30th September, General.—ALLEN CAMERON.
Nov. 1. LOONGMOON, German str., 1,245, R. Schmidt, Canton 31st October, General.—SIEMSEN & CO.
Nov. 2. MARIANNE, Austrian str., 2,144, G. Ragusa, Morem 24th October, Coal.—E. A. TRADING CO.
Nov. 3. MIKE MARU, Japanese str., 2,081, M. Yagi, Singapore 26th October, General.—NIPPON YUSEN KAISHA.
Nov. 2. REDPOLE, British gunboat, 805, Chas. P. Corbett, Shanghai 29th October.
Nov. 2. SALAZIE, French str., 2,488, M. Aubert, Yokohama 24th October, General.—MESSAGIERIES MARITIMES.
Nov. 2. TAYM, Norwegian str., 710, Hans Dal, Hapfong 29th October and Hoihow 31st, Rice.—R. MARTY.
Nov. 3. DUDHOP, British ship, 1,988, Andrew Low, Barry Dock 27th June, Coal.—ORDER.
Nov. 3. HANON, French str., 768, Morles, Hoihow and Hoihow 2nd Nov., General.—A. R. MARTY.
Nov. 3. KAIPONG, British str., 1,024, G. H. Pennefather, Ocho 30th October, General.—BUTTERFIELD & SWIRE.
Nov. 3. MADEIRA, British str., 1,882, R. Gleag, Moji 29th October, Coal.—DODWELL & CO. LD.
Nov. 3. PEIVANG, German str., 952, W. Wies, Morem 25th October, Coal.—E. A. TRADING CO.
Nov. 3. RECORDE, British str., 677, R. A. E. Breton, Singapore 17th October, Cable.—E. E. TELEGRAPH CO.
Nov. 3. TAIKANG, British str., 1,544, R. D. Bradley, Swatow 2nd November, General.—JARDINE, MATHESON & CO.
Nov. 3. THALES, British steamer, 393, Robson, Amoy via Swatow 2nd Nov., General.—DOUGLAS LAFRAIK & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
2nd November.
Clara, German str., for Hoihow.
Decima, German str., for Saigon.
Daiji Maru, Japanese str., for Swatow.
Dr. H. J. Kier, Norw. str., for Hongay.
Nanyang, German str., for Chiofo.
Shensi, British str., for Shanghai.
Sherrypore, British str., for Hongay.
Victoria, Swedish str., for Amoy.

DEPARTURES.

2nd November.
AKRATON APCAE, British str., for Calcutta.
BAMBERG, German str., for Hamburg.
BORNEO, British str., for Shanghai.
CEYLON, British str., for London.
CROWPA, German str., for Bangkok.
CHYUEN, American str., for Shanghai.
HOPKINS, British str., for Nagasaki.
LUCIA, German str., for Saigon.
QUANTA, German str., for Canton.
TACHONG, German str., for Hoihow.
TACHONG, British str., for Bangkok.
3rd November.
CLARA, German str., for Hoihow.
DAIJI MARU, Japanese str., for Swatow.
DECIMA, German str., for Saigon.
DR. H. J. KIER, Norw. str., for Hongay.
NANYANG, German str., for Chiofo.
SHANGHAI, British str., for Shanghai.
SHERYPOR, British str., for Hongay.
VICTORIA, Swedish str., for Amoy.

VESSELS IN DOCK.

1st November.
KOWLOON DOCK.—Canton River, Blano, H.M.S. Argonaut, H. J. Albrecht, Kwangtung, Tachona, Hans Menzel, Kwangtung, Loochow, Hongkong.
COSMOPOLITAN DOCK.—Picoia.

SHIPPING REPORTS.

The British steamer *Kaifong*, from Cebu 30th ult., had generally overcast, squally weather with very strong N.E. monsoon to port.
The British steamer *Macquif*, from Moji 29th ult., had strong N.E. winds and rough following sea with clear weather.

The British steamer *Thales*, from Amoy via Swatow 2nd inst., had strong N.E. breeze, fine and clear weather, high N.E. sea throughout to Swatow. From Swatow strong N.E. breeze, fine and clear weather throughout, high N.E. sea to port. Vessels in Swatow—*Hapfong* and *Tamsui*.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGE MARITIMES.
PAQUEBOTS-POSTE GRANDAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901, at 1 p.m., the Company's Steamship "SALAZIE" Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the S.S. *Armand Behic*, which vessel takes on her Passengers and Mails leaving that port on the 16th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and except in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 3rd November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.
Hongkong, 23rd October, 1901.

HAMBURG-AMERIKA LINIE.
FOR SHANGHAI.
(Taking Cargo at through rates to TSIENGAU, CHINKIANG and HANKOW.)

THE Steamship "LOONGMOON", Captain Schmidt, will be despatched for the above ports TO-DAY, the 4th November, at 3 p.m.

This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 1st November, 1901. [2780]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship "LOONGSANG", Captain Weigall, will be despatched as above TO-DAY, the 4th inst., at 4 p.m.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st November, 1901. [2788]

FOR NAGASAKI (DIRECT).
THE Steamship "OBI", Captain Pinkham, will be despatched as above TO-MORROW, the 5th inst., at DAYLIGHT.

For Freight or Passage, apply to DODWELL & CO., LTD., Agents.

Hongkong, 2nd November, 1901. [2789]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SEGOWIA	HAVRE, BREMEN & HAMBURG	On 16th Nov. Freight.
Capt. Forck	(Calling at Singapore and Penang)	
MAEBURG	HAVRE & HAMBURG	On 30th Nov. Freight.
Capt. Zacharias	(Calling at Singapore and Colombo)	
SUEVIA	HAVRE & HAMBURG	On 14th Dec. Freight.
Capt. Borch	(Calling at Singapore and Penang)	
SERBIA	HAVRE & HAMBURG	On 28th Dec. Freight.
Capt. Brehmer	(Calling at Singapore and Colombo)	
NUERNBERG	HAVRE & HAMBURG	On 6th Jan., 1902. Freight.
Capt. Amann	(Calling at Singapore and Penang)	
STRASSBURG	HAVRE & HAMBURG	On 13th Jan., 1902. Freight.
Capt. Madson	(Calling at Singapore and Colombo)	
SAMBIA	HAVRE & HAMBURG	On 29th Jan., 1902. Freight.
Capt. Schmidt	(Calling at Singapore and Penang)	

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1.

Hongkong, 4th November, 1901. [1051]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
(SUBJECT TO ALTERATION.)

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"TARTAR", 4,425 Tons, Comdr. E. Beetham, R.N., WEDNESDAY, 6th Nov. 1901.
"EMPEROR OF INDIA", Comdr. O. P. Marshall, R.N., WEDNESDAY, 20th Nov. 1901.
"ATHENIAN", 3,882 Tons, Capt. H. Mewitt, WEDNESDAY, 4th Dec. 1901.
"EMPEROR OF JAPAN", Comdr. H. Fyfe, R.N., WEDNESDAY, 18th Dec. 1901.
"EMPEROR OF CHINA", Comdr. E. Archibald, R.N., WEDNESDAY, 15th Jan. 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the Trans-Pacific journey, as I make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

* SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st October, 1901. [10]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
CLAYBIRN	3,338	J. Barker	November 14th
BRAEMAR	3,601	W. Watt	November 26th
WYFIELD	3,235	G. Cartmear	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. Doctor and STEWARDESSES carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 232.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYER and St. MICHAEL.

Rates of Passage to other Ports on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 2nd October, 1901. [11]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAVERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS IRENE	WEDNESDAY	8th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan., 1902.
PRINZESS ALICE	WEDNESDAY	5th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	19th Feb., 1902.
SACHSEN	WEDNESDAY	5th Mar., 1902.

ON WEDNESDAY, the 13th day of November, 1901, at Noon, the Steamship

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

		OUTWARDS.	
FROM		STEAMERS	DUE
GLASGOW and LIVERPOOL...		"ACHILLES"	On 8th November.
GLASGOW and LIVERPOOL...		"GLAUCUS"	On 15th November.
GLASGOW and LIVERPOOL...		"IXION"	On 21st November.

FOR	HOMEWARDS.	STEAMERS	TO SAIL
LONDON	"NESTOR"	On 12th November	
LONDON	"MACHAON"	On 28th November	
LONDON	"ACHILLES"	On 10th December	
LIVERPOOL DIRECT	"DARDANUS"	On 15th November	
(Taking Cargo at London Rates)			
LIVERPOOL DIRECT	"IXION"	On 15th December	
(Taking Cargo at London Rates)			

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 29th October, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	"KWEIYANG"	On 5th November.
HOLOLO and CEBU	"KAIKONG"	On 8th November.
MANILA	"SUNGKIANG"	On 8th November.
MANILA	"CHANGSHA"	On 10th November.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th October, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.
THE Company's Steamship

"ERNEST SIMONS."
Captain Vaquier, will be despatched for the
above ports on or about TUESDAY, the 5th
November.

For Freight or Passage, apply to
P. DE CHAMPORIN,
Acting Agent.

Hongkong, 31st October, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR FOOCHOW VIA SWATOW AND
AMOI.

THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the
above ports on WEDNESDAY, the 6th
November, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 23rd October, 1901.

THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.

FOR MANILA VIA AMOI.

THE Company's Steamship

"PERLA."
Captain G. T. Blackland, will be despatched
as above on THURSDAY, the 7th inst., at
5 P.M.

The attention of Passengers is directed to
the excellent accommodation provided by this
steamer. She is fitted throughout with Electric
Light and is supplied with a Refrigerating
Chamber.

A Doctor is carried.
For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 2nd November, 1901.

SHEWAN TOMES & CO.'S NEW YORK
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA."
will be despatched for the above port on
FRIDAY, the 8th November, 1901.

To be followed by the Steamship
"ASAMA"
on or about 15th December, 1901.

on or about 31st December, 1901.

For Freight, apply to
SHEWAN TOMES & CO.
Hongkong, 4th November, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUST-
RALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERIAN GULF, COCHIN, ADEN,
AND AMERICAN PORTS.

THE Steamship

"COROMANDEL."
Captain F. W. Vibert, R.N., carrying His
Majesty's Mails, will be despatched from this
Company, on SATURDAY, the 3rd Novem-
ber, at NOON, taking passengers and cargo for
the above ports.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until 5
P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
H. A. BITCHIE,
Superintendent.

Hongkong, 28th October, 1901.

VESSELS ON THE BERTH

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.
THE full-powered Steamship

"CLAVERDALE"
will be despatched for the above port on
the 8th November.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 30th October, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATTONI UNITED
COMPANIES).

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Stea-
mers to ADEN, SUZ, PORT SAID, MESSINA,
NAPLES, LEGHORN and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN, ADRIA-
TIC, LEVANTINE and SOUTH AMERICAN
PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.

THE Steamship

"BISAGNO,"
Captain Brusca, will be despatched as above
on WEDNESDAY, the 13th November, at
NOON.

At Bombay the steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 31st October, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR ANPING (VIA SWATOW AND
AMOI).

THE Company's Steamship

"MAIDZURU MARU."
Captain K. Suzuki, will be despatched for the
above ports on WEDNESDAY, the 13th
November.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 31st October, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE," On 15th November.

"KURDISTAN" "On 30th November.

"LENNOX" "On 15th December.

"ORONAX" "On 31st December.

"ERID" "On 31st December.

"HILGLEN" "On 31st December.

"LOWTHER CASTLE" "On 31st December.

For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 4th November, 1901.

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUEZ,
PORT SAID, FUEME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL,
SEA, BLACK SEA, LEVANT, VENICE
and ADRIATIC PORTS.)

THE Company's Steamship

"MARQUIS BAQUEHEM,"
Captain Blaffer, will be despatched as above
on TUESDAY, the 19th of November, P.M.

The steamer has capital accommodation for
Passengers. Electric light. A Doctor is carried.
For information as to Passage and Freight,
apply to
SANDER WIELER & CO.,
Agents.

Hongkong, 28th October, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE,"
Captain McArthur, will be despatched for the
above ports on THURSDAY, the 21st Novem-
ber, at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th October, 1901.

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBTS contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour:

STATE OF MAINE, American ship, Colord.—
Standard Oil Co.

W. H. CONNEX, American ship, Colord.—
Standard Oil Co.

HONGKONG.

STEAMERS.

Boatier, British str., 1,453, Kroble, Oct. 29.

Gibb, Livingston & Co., Shell Drake, Oct.

Bunkum, British str., 5,000, Shell Drake, Oct.

Charterhouse, British str., 1,273, Joslin, Nov. 1.

Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.

Japanese

Chelody, British str., 1,564, Cox, Oct. 31.

Jardine, Matheson & Co.

Dordogne, French str., 3,723, Vedione, Oct. 18.

Messageries Maritimes

Dudhope, British ship, 1,386, Low, Nov. 3.

Orders

Elcano, American str., 510, Allonaze, Sept. 3.

Brandao & Co.

Empress of India, British str., 3,003, Marshall,

Oct. 30, C. P. R. Co.

Fushun, British steamer, 1,500, Lunt, Oct. 31.

Chinese

Hanoi, French steamer, 768, Merles, Nov. 3.

A. R. Marty

Hermann Manzell, Ger. str., 1,647, Schult, Oct.

27, Chinese

Kaifu, British str., 1,024, Pennefather, Nov.

3, Butterfield & Swire

Knight Com-anion, British str., 2,620, Frog-

gatt, Nov. 1, Allen Cameron

Kweiyang, Brit. str., 1,082, Outerbridge, Nov. 1.

Butterfield & Swire

Laisang, British str., 2,225, Payne, Nov. 1.

Jardine, Matheson & Co.

Lennox, British str., 2,361, Williamson, Oct. 26.

Dodwell & Co., Limited

Loongmoon, Brit. str., 1,245, Schult, Oct. 20.

Siamas & Co.

Loongmoon, British str., 1,092, Weigall, Nov. 1.

Jardine, Matheson & Co.

Loosok, German str., 1,020, Fuchs, Oct. 26.

Butterfield & Swire

Macduff, British str., 1,882, Clegg, Nov. 3.

Dodwell & Co., Limited

Marianne, Austrian str., 2,144, Ragusan, Nov. 2.

Orier

Morionethire, British str., 2,200, Barst, Oct.

Oct.

Miko Maru, Jap. str., 2,080, Yagi, Nov. 2.

Nippon Yusen Kaisha

Musashino Maru, Jap. str., 2,618, Koshima, Oct.

31, Dodwell & Co., Limited

Nippon Maru, Jap. str., 3,437, Greene, Oct. 25.

Tovo Kisen Kaisha

Nuen Tung, German str., 1,341, Schoenberg,

Oct. 20, Melchers & Co.

Obi, British str., 1,551, Plankham, Oct. 31.

Mitsui Bussan Kaisha

Olimp, Austrian str., 1,800, Trarwick, Oct. 31.

Bradley & Co.

Poising, German str., 897, Weise, Nov. 3.

East Asiatic Trading Co., Ltd.

Firnam, Ger. str., 1,021, Mangsdorff, Oct.

Butterfield & Swire

Phra C. C. Kiao, German str., 1,012, Unsworth,

Oct. 30, Butterfield & Swire

Piccola, German str., 825, Garnick, Oct. 27.

Chinese

Recorder, British str., 677, Brereton, Nov. 3.

E. E. Telegraph Co.

Salahdj, Dutch str., 1,235, Zwart, Oct. 17.

Meyer & Co.

Salazie, French str., 2,782, Aubert, Nov. 2.

Messageries Maritimes

Tacoma, British str., 2,811, Dixon, Oct. 21.

Dodwell & Co., Limited

Taisang, British str., 1,547, Bradley, Nov. 3.

Jardine, Matheson & Co.

Tartar, British str., 2,768, Bletham, Oct. 22.

C. P. R. Co.

Tauru, Norw. str., 2,700, Christiansen, Oct. 31.

Thales, British steamer, 836, Robson, Nov. 3.

Ponglas Leprieux & Co.

Tryn, Norwegian str., 710, Dahl, Oct. 21.

A. B. Marty

FOREIGN MEN-OF-WAR ON THE
CHINA AND JAPAN STATION.

Admiral Korniloff, Russian protected cruiser,

36 guns, 5,000 h.p., Capt. Jakovlev, at

Taku

Admiral Nakhimoff, Russian cruiser, 9,000,

Capt. Vasilovskiy, at Yokohama

Alceste, Russian gunboat, 8 guns, 1,200 h.p.,

Capt. Eliskiy, at Vladivostok

Alouette, French cruiser, 300, Lieut. Acum

Bellou, on Yangtze

Amiral Charner, French gunboat, 450 tons,

Capt. Baume, at Saigon

Annapolis, American gunboat, 1,000 tons, 10

guns, 1,277 h.p., Comdr. Karl Rohrer, at

sea

Aspie, French gunboat, 475 tons, 3 guns, 450 h.p.,

Comdr. Joynt, at Saigon

Bengali, French gunboat, 580 tons, Lieut. Fittle,

at Kobe

Brooklyn, American (flagship) armoured cruiser,

Captain F. W. Dickens, at Cavite

Bugard, French cruiser, 4,000 tons, 19 guns,

8,000 h.p., Capt. Lefevre, at Woussong

Bussard, German cruiser, 1,600 tons, 8 guns,

Comdr. von Bassowitz, at

